Automatic Warning System on high density routes

847. SHRI MUKHTIAR SINGH MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that installation of automatic warning system on the High density routes has been painfully slow and not a single work undertaken during the period 1968-69 to 1978-79 is operational:

(b) if so, what are the reasons therefor; and

(c) what steps are being taken by Government to implement the automatic warning system on high density routes to avoid untoward happenings?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) and (b) Yes, Sir. The progress of installing "Automatic Warning System", now called "Auxiliary Warning System" on high density routes has been slow. The work was progressed on Gaya-Mughalsarai and Howrah-Burdwan sections of Eastern Railway during 1974-1979 in stages by importing equipment and was completed in 1980. In all, 21 locomotives and 12 EMUs (Electric Multiple Units) were fitted with the cab equipment and 189 track magnets were provided at different locations in these sections. Due to heavy thefts of aluminium-bodied magnets from the track, the system did not prove satisfactory. It was, therefor, decided to modify the design and try track magnets with fibre glass body to obviate the fets.

The modified design of track magnet with fibre glass body has since been developed and is being tried on Howrah-Burdwan chord and main line suburban sections of Eastern Railway.

In the meantime, indigenous development of this system also was entrusted to Messrs Electronics Corporation of India Limited (ECIL) in association with Research, Designs and Standards Organisation (RDSO) of the Indian Railways.

The Auxiliary Warning System is also being provided on Churchgate-Virar suburban section of Western Railway which was sanctioned in 1976-77. Trials are underway and the results so far are satisfactory.

(c) The Railways have been asked to speed up the execution of works connected with the provision of auxilary warning system. A high level committee has been set up in the Railway Board to monitor the progress.

Accident between Tanakpur Express and a trolley

848. SHRI MUKHTIAR SINGH MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news item published in the 'Hindustan Times' of 16th June, 1985 wherein it has been stated that Tanakpur Express ploughed into a tractor trolley stranded at a crossing between the Shahjahanpur and Nigohi stations on the 15th June, 1985;

(b) if so what is the estimated loss of life and property as a result thereof; and

(c) whether any inquiry has been conducted and if so, what are the datails thereof?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) and (b) Yes, Sir. 147 Dn metre gauge Shahjahanpur-Tanakpur Fast Passenger rammed into a tractor trolley No. 4427 USW at an unmanned level crossing No. 57-C at Km. 65/7-8 between Shahbaznagar and Nigahi stations of North Eastern Railway on 13-6-1985 and not on 15-6-1985. As a result of the accident, one baby about 1½ month old died and 6 persons sustained injuries including 4 grievous. All were occupants of the tractor trolley.

The cost of damage to public property has been estimated at Rs. 1000.

(c) A Departmental Committee enquired into this accident and according to their findings the accident occured due to gross negligence on the part of the tractor driver.